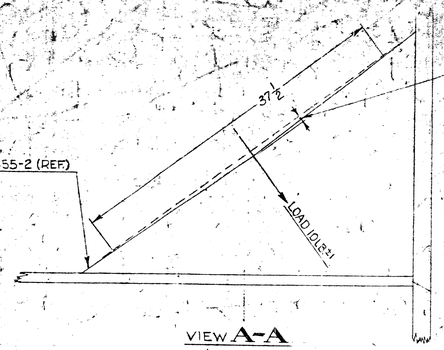
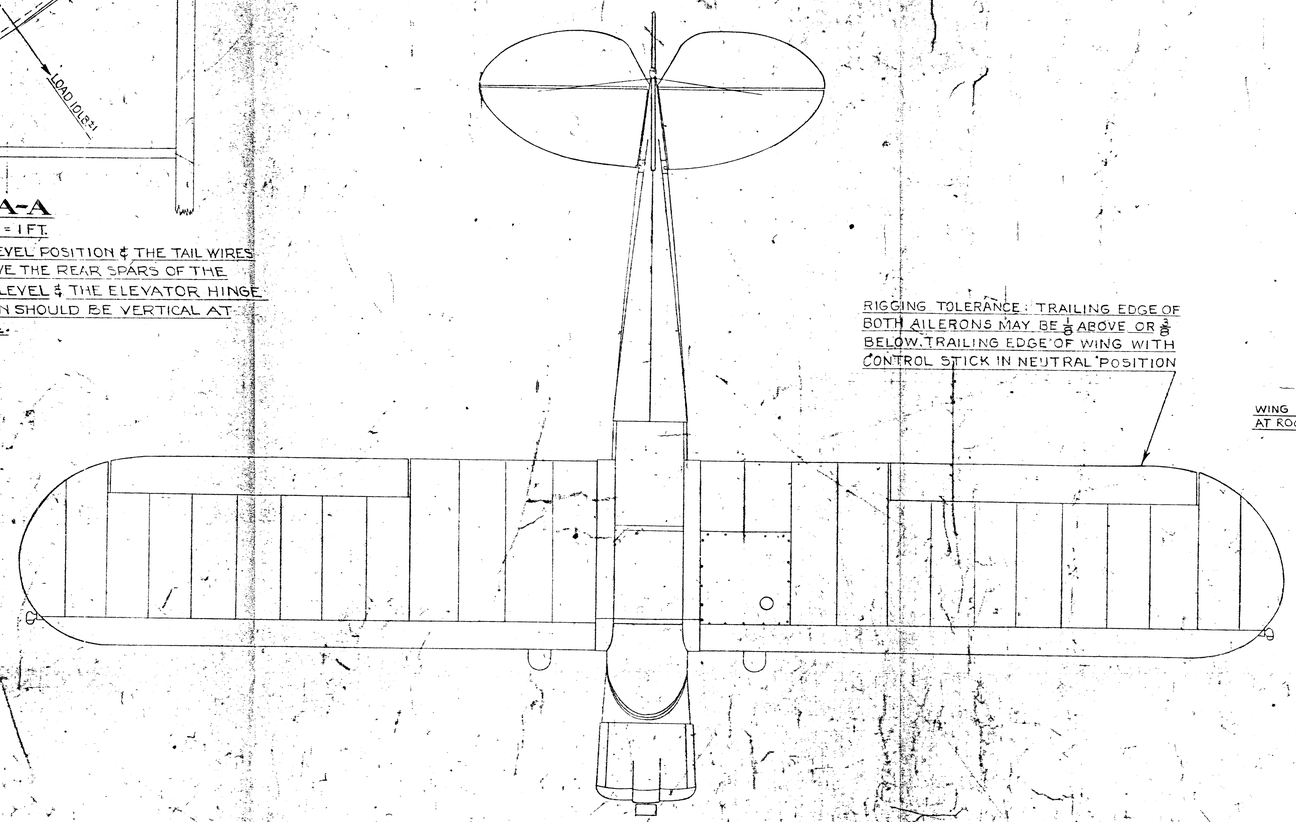
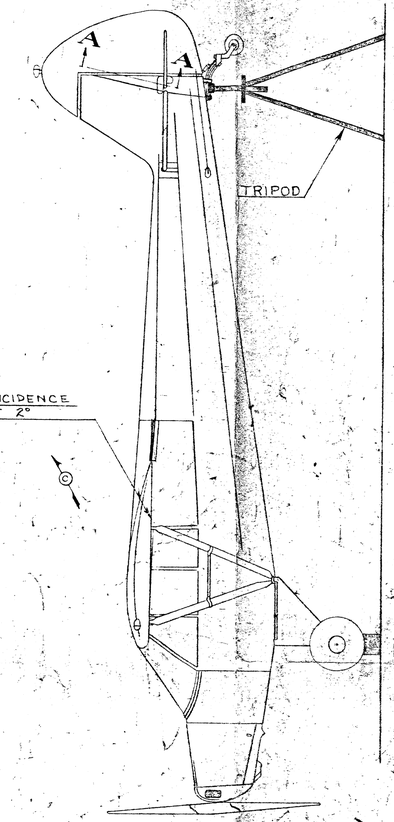


VIEW A-A
1½ IN = 1 FT.

WITH THE AIRPLANE IN LEVEL POSITION & THE TAIL WIRES ADJUSTED AS NOTED ABOVE THE REAR SPARS OF THE STABILIZERS SHALL BE LEVEL & THE ELEVATOR HINGE LINE STRAIGHT. THE FIN SHOULD BE VERTICAL AT THE RUDDER HINGE ℄.


RIGGING TOLERANCE: TRAILING EDGE OF BOTH AILERONS MAY BE 1/8 ABOVE OR 3/8 BELOW TRAILING EDGE OF WING WITH CONTROL STICK IN NEUTRAL POSITION



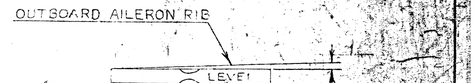


FIG. 2

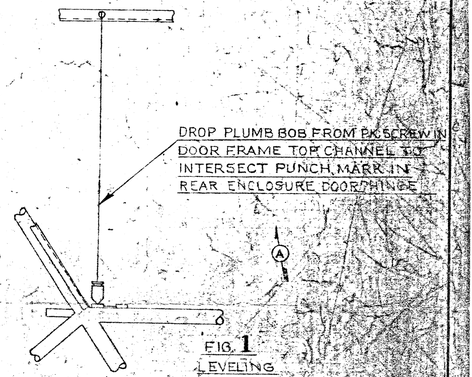
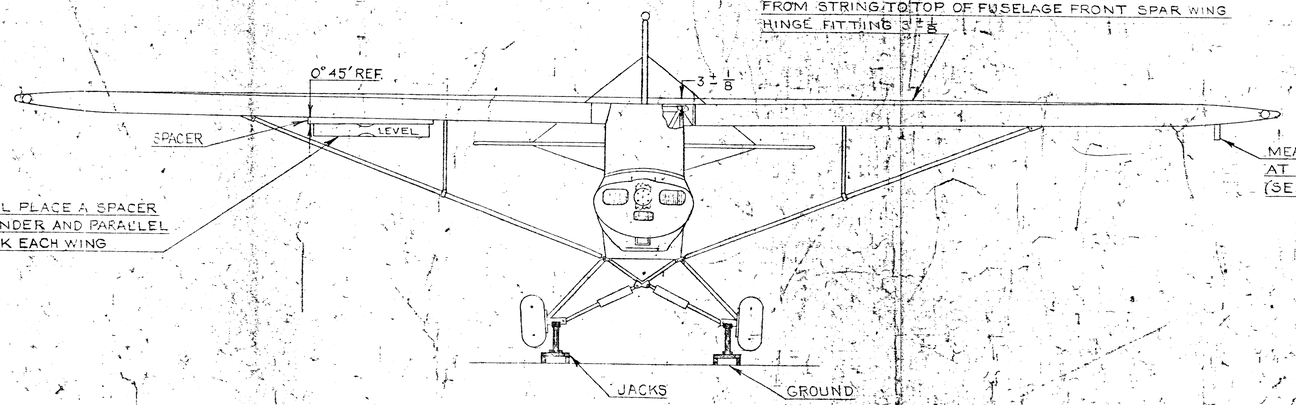


FIG. 1
LEVELING
3 IN = 1 FT


FOR DIHEDRAL: STRETCH A LENGTH OF STRING FROM WING TIP TO TIP ALONG FRONT SPAR. MEASURE DOWN FROM STRING TO TOP OF FUSELAGE FRONT SPAR WING HINGE FITTING 3 ± 1/8
0° 45' REF.
3 ± 1/8
SPACER
LEVEL
MEASURE WASHOUT AT OUTBOARD AILERON RIB (SEE FIG 2)
TO DETERMINE EQUALITY OF DIHEDRAL PLACE A SPACER HAVING A 0° 45' ANGLE AND LEVEL UNDER AND PARALLEL WITH FRONT SPAR AS SHOWN. CHECK EACH WING
JACKS
GROUND

NOTE:
1. LEVEL AIRPLANE LATERALLY & LONGITUDINAL (SEE FIG 1)
2. CABLE TENSION SHALL BE AS FOLLOWS:
ELEVATOR 62 LBS. ± 2 LBS.
AILERON 40 LBS. ± 2 LBS.

D	NOTE 2. ADDED.					
C	ITEM 8 ADDED.					
B						
A						

MODEL PER PLANE	NEXT ASSEMBLY	SUPERSEDES	SUP. BY

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PIPER AIRCRAFT CORP.

PART NO.	No. REQ.	MATERIAL	
SCALE 3/16 IN = 1 FT. & NOTED		TOTAL WT. - LBS.	
FINISH - PIPER SPECIFICATION #10			
MANUFACTURING PRACTICES - PIPER SPECIFICATION #9			

RIGGING DIAGRAM

12322

MAY 20 1954

RIGGING DIAGRAM - (PA11)